a 6-foot stroke, developing 13,000-horse power. She has four masts and five decks, and is sumptuously fitted up, her dining-tables seating 300 persons at once. There are 100 men in the engineer's department, 100 in the steward's, the crew and officers making a total of 300 persons employed on board.—*S. F. News Letter.*

THE ATTORNEY-GENERAL ON THE HAWAIIAN POLICE FORCE.

The following are the passages in the Report of His Excellency the Attorney-General to the Legislative Assembly, which relate to the organization and condition of the Police Force and Prisons of this Kingdom:

"At present a part of the duty is entrusted to the Attorney-General, to the extent of signing drafts for the payment of the Force. The appointment rests with one bureau, the removal with one or two others, the responsibility nowhere.

"The Force, while it contains a number of good and efficient men, under attentive and intelligent officers, does not appear to give that satisfaction which so important a branch of the Government should give.

"The reasons for this state of things appear to be: *First*, That the position of constable is, in many cases, not sought or given to render a service to the commonwealth, but to provide an office for men perhaps otherwise meritorious, yet incompetent.

"*Second*, That the power of supervision and removal is not joined with the power of appointment.

"*Third*, That not a semblance even of discipline is maintained in the force.

"The power and authority which our laws vest in the peace officers is too great and sweeping not to be kept under the strict supervision and regulation of a responsible head.

"A step in the right direction was attempted by the Legislature of 1882, in providing for the establishment of a mounted constabulary; no matter whether this has led to practical results or not, it has given recognition to the necessity of thorough discipline in the Police Department.

"The system has merit, but is met partly by ridicule of the thoughtless, partly by open antagonism of a portion of the regular police force. Such antagonism has, in some instances, shown itself in the actual obstruction of the mounted constabulary while in discharge of their duty, by constables not belonging to that force.

"Whether such hostility proceeds from jealousy or a fear of the loss of illicit gratuities and perhaps felonious bribes need not not be commented upon, that it does not speak well for some of the material employed at present in the Police Department is obvious.

"The remedy for this state of things suggests itself from the circumstances. The unrestricted power of appointment, supervision, regulation and removal for cause should vest in the same hands. Whether this be the Attorney-General, the Governor, the Marshal or a Commission is immaterial as long as no conflict of persons can arise.

"In the opinion of the Attorney-General the power stated should be vested in the Governor or in a commission specially appointed by the King in Privy Council. Such commission could be selected for each island respectively from the best citizens whose knowledge of local matters and of the men residing among them would enable them to choose proper persons for the service, the Governors being *ex officio* chairmen of the Commission.

"The prison and prison labor, although not falling under the control of this department, are two matters which the Attorney-General earnestly recommends to the attention of the Legislature without commenting upon or suggesting measures. The Attorney-General respectfully advises Your Honorable body to appoint from your members a Special Committee to deal with this question, and in connection therewith the classification of prisoners, and the separation of felons from those who have committed mere misdemeanors, the hardened criminal from those in whom hopes may be had of reform; also the separation of female prisoners, the necessity of a house of correction where suitable work may be provided and trades may be learned, and other matters relating thereto."

SOME AMUSEMENTS OF THE GILBERT ISLANDERS.

Considering their lack of opportunities, the people of the Gilbert Islands manage to amuse themselves in a variety of ways. Out of halves of cocoanut shells with the husks attached, fleets of miniature sloops are built and their sails, made from a broad, dry, thick leaf, being set, the tiny boats are ranged in line by an excited crowd of yachtsmen, and sent on their course over the lagoon towards some floats anchored a half a mile or so away, the race creating as much excitement as any civilized regatta. Their kites are made of the flat, thin leaves of the pandanus fastened together by their edges, and shaped like the long and narrow pinions of a sea bird. The frame work of the kites is built of the thin but strong and elastic midribs of the cocoanut pinnæ, and the whole machine is so light and so nicely balanced, and deftly strung that no "tail" is needed to balance them in the air. In size they vary from six inches to six feet in length, and when a dozen or so are soaring about together, the scene is very animated.

Another form of aeronautic toy is a kite shaped like those already described, but furnished at the tip of each wing with a bit of light wood hanging from the end of a short string. The one flying this kite wades into the water a short distance when the wind is blowing off the land, and tosses the toy into the air. It is carried along by the breeze, sinking as it goes until the bits of wood touch the water, when, the kite being relieved of their weight, springs into the air again, again to descend and rise in a succession of graceful bounds until it is lost to sight out at sea. No small amount of skill is shown in adjusting the weight of the bits of wood to that of the kite, to have it affected by the wind as has been described.

In the game of chequers, in all its variety, they are very skilful, and in manipulating a loop of string in the game of "cat's cradle," they are only excelled by the Esquimaux in the number and variety of the figures they will construct on their taper fingers. Marbles, I did not see played, the sandy, yielding nature of the soil being unfavorable to the game. "Jack stones," "jack straws," and other indoor games they are very fond of, and proficient in. Amongst the boys and young men, foot races, leaping, and wrestling are practiced a good deal, and much agility and muscular energy shown.

In their dances there is much slow rythmic movement, which differs from the Hawaiian *hulas* in the absence of the undulatory motions of the body. A group of men and women will gather together for a dance, and form in two rows opposite each other. One steps forward as a leader and a chant is commenced. The time is accented by an occasional stamp of the foot, or a resounding slap on the mat covering the body, or the muscular part of the upper arm and chest. The stamps and blows grow more frequent as the song is sung; the voices are raised higher and higher; the words are shouted faster and faster until a climax being reached, the stanza concludes with three echoing stamps and claps, and the noise suddenly ceases.

The Gilbert Islanders were once accounted to be one of the most savage races in the Pacific. But few vessels touched at the group and they lay "off and on" while they procured cocoa nuts, fish, etc. If a vessel did anchor, or when boats were sent in, a most careful watch had to be kept lest the crews should be murdered and the boats captured or vessels driven ashore.

The hope of getting the cargo and material of the vessels generally prompted these attacks, though sometimes they were made in a spirit of revenge, as now and then some "labor" vessel would swoop down on a fleet of fishermen in their canoes and carry off all they could capture.

As an illustration of how these kidnapping expeditions sometimes fared the following narrative of an eye witness is *apropos*:

In the spring of 1870 the bark Anna of Melbourne captured from the islands of Byron and Peru—only 30 miles apart—one hundred and eleven men and women. Shortly after, falling in with a French labor vessel from Tahiti the captain of the Anna sold these people for £6 per head, and took passage himself in the Frenchman to get his pay in Tahiti. When half way between the two islands the people broke out of the hold, killed the two captains and mate, drove below the second mate and the crew and tried to disable the vessel so that she would go ashore. The second mate, finding some forty pounds of powder in the cabin, laid it under the main hatch, lead a train aft and fired it, blowing up the decks and the people. All of the savages who were not killed by the explosion, took to the water, and the second mate and crew regained possession of the ship. The shattered decks were covered as well as they might be with canvas and the vessel reached Tahiti in safety. Here she was refitted, sailed in company with another vessel, revisited the two islands, where over a hundred natives were killed and seven hundred carried away into a servitude that lasted, in some instances, for ten years! This is not a solitary case, but is a sample of how the "labor" business was once carried on.

It is not to be wondered at then, that we find the people on these islands suspicious, although, upon the whole, they are friendly and one can traverse the land from end to end in perfect safety, though one will probably miss such trifles as one may have started out with, for one are very dexterous pickpockets.

HEAVY JUDGMENT AGAINST THE U. S. GOVERNMENT.

A judgment for $52,777.05 was recently rendered by Judge Sawyer in the case of John Reynolds vs. Henry L. Dodge et al. Complainant had a patent issued to him on the 20th day of March, 1866, for an improved process of refining bullion. J. J. Scrivner, of the law firm of Scrivner & Boone, left San Francisco for Washington a few days ago, to collect the above judgment, with interest since its rendition, the government being responsible for this sum, as Dodge was at the time of the infringment of complainant's patented process, superintendent of the United States Mint at San Francisco, where the process was used.

A HAWAIIAN'S IMPRESSIONS IN FOREIGN LANDS.

No. 4.

YOKOHAMA, JAPAN,
April 10, 1884.

A blazing hot day was the 14th of March in Colombo, and it was an oppressive exertion to transfer baggage and get embarked on the P. & O. S. S. Rohilla. It was 9 P. M. before we steamed out of the breakwater, and passing by two of the Company's boats that had arrived that morning, right through from London, bound for Calcutta and Melbourne respectively, we were greeted with hearty cheers from each vessel, which, of course, were duly answered by our ship's company, then we soon left Colombo behind and steamed away on the calm and quiet Indian Ocean.

It was a bright moonlight night and as I stood on the deck and watched the lights of Colombo as they gradually faded out in the distance, and the dim outline of the shores of India receded from view, my thoughts wandered, in hasty retrospect, over my recent experiences, and while my memory lingered over the beauties of the "Taj," I found many other pictures—some beautiful, picturesque, comic, and some strange that would make a lasting impression on my memory.

There are many other interesting places in India. Especially would I have liked to have gone to Lahore, the most northern city of India, where are also many magnificent relics of the Mogul rule. Also, Simla, prettily situated among the hills of the Himalayas, where the Viceroy and the Court, and all the Government officials live for nearly nine months of the year. Darjeeling, over 5,000 feet above sea level, and in full view of that monster of a mountain, Everest, 29,000 feet high. The city is reached by a railway, which is a magnificent piece of engineering, leading through some of the wildest and grandest scenery of the Himalayas. And then the Kashmir (Cashmere) Valleys where there is some beautiful scenery of lakes, rivers and mountains fully equaling-according to some travelers—the scenes of northern Italy.

But the world is very large and we cannot see it all, so now we look forward to the other lands of the Orient which we are soon destined to see.

It is the perfection of voyaging to sail in the Indian Seas at this season. The sky is bright, the sea is unruffled, save for the flying-fish that dart out of the water in great numbers, and occasionally a playful dolphin.

The morning of the 5th day out from Colombo, a little island loomed up in sight, then more land, and by noon we dropped anchor in the smooth and glassy habor of Penang. The town, lying low amid foliage, with the tall hills rising behind it, covered with the dense foliage of the tropics, is not unlike the apperrance of Honolulu. It is on a small island close to the main land and is one of the British "Straits Settlements," of which there are three. Singapore, also on a small island, is the leading settlement, Penang second and Malacca, a small concession on the mainland, is the third, and of least importance or value.

We are soon surrounded by sampans and are sculled ashore in one by a Chinaman. We find that John Chinaman—mostly native-born, however—is here solidly established, being 3 to 4 of the population, others being Hindoos, Klings, and Malays. But John is "boss" and does most of the business, though he has to divide some of it with quite a number of European houses that manage to exist there.

The native quarter of the city resembles much the same quarters in India and the main part of the Chinese quarter is much like our Nuuanu street, though of course there is more of it. The white colony includes the officers and men of the military forces stationed there. There is very little of interest, however, to attract one here.

We lay at Penang for six hours and then our course lay through the Malacca Straits to Singapore, where we arrived the second morning after.

Before entering the harbor we pass by numerous clusters of pretty little islands thickly wooded, and then passing through a narrow entrance between two headlands, we enter a large open bay, dotted with numerous little islnads, and an immense fleet of shipping at anchor, or alongside of extensive wharves. The amount of tonnage passing through Singapore, according to a local directory, is second only to Liverpool.

Singapore, almost hidden in foliage and surrounded by beautiful hills densely covered with bright foliage is a very pretty place.

As in Penang the Chinaman is again the leading man and some Chinese are very wealthy, the shipping, banking and insurance business is mainly in their hands. The European community is a large one and there seems to be an air of general prosperity and a flourishing commerce, for Singapore is the chief centre of the trade of the Malay Peninsula and on the great highway of ocean travel.

There are many fine Chinese stores and we stroll about among them but see nothing new to us. One of the principle signs on the main street amused us very much. It is "Peter Robinson, photographer to their Majesties, the King of the Sandwich Islands and the King of Siam.'

To get about the city you have an antiquated hack, with a little bit of a pony, but the popular way is with the man power "jiuriksha," which is a Japanese invension and only lately introduced here. It is on two wheels and resembles a large perambulator and a coolie between a light pair of shafts does the horse. The endurance of these "riksha" men is wonderful, for they drag us about for hours at a dog trot without any apparent fatigue. I am told, however, that the business is disastrous to their health and, as is also the case in Japan, from four or five years of it brings on heart disease and they do not live long.

In the suburbs of the city there are a fine botanical garden and numerous pretty villa residences and gardens. It is considered a healthy place notwithstanding it is so near the line, but there are various drawbacks to the peace and comfort of life there. The directory informs us that in the neighborhood tigers are occasionally seen and a few deaths are reported annually from this cause. Wild pigs and monkeys (both very destructive to gardens(inhabit much of the jungles surrounding the country residences; the cobra and the formidable Asiatic snake are found in the compounds, and sharks and alligators infest the still waters of the coast. Mosquitoes are a perpetual and terrible plague; they are twice as large as Hawaiian mosquitoes and leave an unpleasant eruption wherever they bite. Singapore and Penang have often suffered from Chinese riots which are instigated by the secret societies that exist among the Chinese for the purpose of plunder and to exterminate the foreigner. But they have never been successful as the Government prohibits the sale of firearms among the Chinese, and therefore being unarmed except with stones, knives and hot grease, they have been easily routed by a small body of soldiers.

Strange to say, the native Malays, both in the settlements and on the Peninsula are rapidly decreasing. Elbowed by the Chinaman and the European they lose ground and courage, and it is now very evident that they are not progressing or prosperous and their numbers diminish perceptibly. This is a great misfortune for they are a fine and manly looking race of people, resembling very closely our native Hawaiians.

We were at Singapore for twenty-four hours, and then a pleasant voyage of six days through the China seas brought us to Hongkong or Heungkong, meaning in Chinese, good harbor.

Arriving off Hongkong a thick fog had settled on the Island, and as our exact position was uncertain we had to lay to for four or five hours till the fog cleared and then we entered the splendid landlocked harbor which is one of the finest, largest, and handsomest in the world.

The actual harbor is about ten square miles in extent and is thickly crowded with the naval and commercial shipping of the west and the east; and also a motley crowd of thousands of junks, sampans boats and lighters, going and coming, and making a very lively scene.

The city lies on the side of a steep mountain 1,800 feet high and glistens white clean and picturesque in the sunlight, though the hills of the island and the flat country of the mainland are very bare of vegetation.

Being obliged to remain here a few days awaiting a connecting steamer for Yokohama we disembark and find excellent accommodation and good living at the Hongkong hotel.

The city of about 160,000 people, mostly Chinamen is kept in the most splendid order. The public buildings are handsome structures, and there are many streets of fine looking business houses both Chinese and European. The roads are excellent and with the exception of a small portion of the poorer quarters of the city where the markets are, everything looks cleanly and orderly. There is a continual bustle and activity in the streets, and on the "bund" along the shore line of wharves and jetties.

"The Government of Hongkong has spent a great deal of money in building and road cutting, in gardens, forestry and other purposes of public ornament and utility."

The city is well served with police, having a few English "peelers," a few Chinese, and a regiment of Indian Sikh soldiers stationed here on police duty.

The Sikhs are tall all, powerful and handsome looking men, and as they patrol the streets in pairs (they never sleep on street corners) they are regarded with most wholesome respect and fear by the Chinese.

Hongkong as a city is a good illustration of what can be done with the Chinese when placed under civilizing influences and the wholesome laws and regulations which the English Government has given them. Controlled as they are in Hongkong they are the most quiet, peaceful, contented and industrious of citizens, and are generally polite and good natured. The majority of them are cleanly, orderly and apparently prosperous, displaying the most unwearied industry whether on the waler—the only home of thousands of boatmen—as artizans, as laborers, as house servants or the numerous capacities in which they are readily trained to serve.

The mode of conveyance about the city is by "jiuriksha" or by chairs. Horses and carriages are seldom seen, and then only when used by officials. The "'riksha" and chair coolies are really wonderful fellows, going about the city for hours with seeming fatigue, and their traps are really comfortable, expeditious and cheap, ten cents an hour being the legal fare. Business men always use them for getting about rapidly, and the ladies use them every day to go out calling or shopping; in fact, the streets are alive with them running about with all classes of people; runaways and